2002

Virginia Department of Transportation Daily Traffic Volume Estimates

Jurisdiction Report

57

Mathews County

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route		Length	AADT	QA	Year	Route	Length A	AADT (QA	Year
Mathews Co	unty	Middlesex County Line		1		Mathews County	57. 602 W			
	Tioni.	Middlesex County Line 1.37	5700	」 G	2002		57-602 West 1.07	230	R	1998
3			3700	_	2002	(601)	Dead End	230	N	1990
	To: From:	N SR 198		╧		From:				
(3)		1.55	6800	G	2002		SR 14 0.42	450	ь	07/11/2001
$\stackrel{\smile}{=}$	To: From:	S SR 198]		(602)		450	ĸ	07/11/2001
(3)		2.07	5400	G	2002	From:	57-691		_	.=
$\overline{}$	To: From:	SR 14 Fort Nonsense		—		(602)	0.30	380	R	07/11/2001
(3)		0.11	10000	G	2002	From:	57-601 EAST			
	To:	Gloucester County Line				(602)	0.30	90	R	07/11/2001
	From:	Gloucester County Line				To:	Dead End			
(14) (3)		0.11	10000	G	2002	From:	Dead End			
\cup	To:	SR 3 FORT NONSENSE				(603)	0.66	40	R	07/11/2001
14)	From:	2.75	5800	G	2002	To- From:	57-673	<u> </u>		
(14)	To:			7		(603)	0.75	140	R	07/11/2001
	From:	57-617 1.38	5000	G	2002	To:	SR 14			
14)			3000	_	2002	From:	Dead End			
	From:	57-660 Foster		┵		(604)	1.08	280	R	1998
(14)		3.15	5800	G	2002	To:	SR 14			
$\stackrel{\smile}{=}$	To: From:	W SR 198 INT]		From:	Dead End			
(14)		1.69	7400	G	2002	(605)	0.80	140	R	07/11/2001
	To:	E SR 198 INT		1		To:	SR 14 SOUTH			
14	From:	0.62	5400	G	2002	From:	SR 12 NORTH		_	
	To:	E 57 (11 M-th				(605)	1.10	160	R	07/16/2001
	From:	E 57-611 Mathews 4.65	3300	G	2002	From:	57-710			
14)			3300	_	2002	(605)	0.10	140	R	07/16/2001
	From:	57-604 Susan		┵		To:	57-607			
(14)		1.88	1100	G	2002	From:	Dead End			
$\stackrel{\smile}{=}$	To: From:	57-602 East of Shadow P C)			(606)	0.50	110	R	1998
(14)		1.74	380	G	2002	To:	57-646			
	To:	Bayside Wharf				(606)	0.40	350	R	1998
	From:	Gloucester County Line				To:	SR 14			
(198)		0.44	2000	G	2002	From:	Dead End			
\bigcirc	From:	SR 3 West Intersection		—		(607)	1.90	230	R	07/16/2001
(198)(3)	rioni.	1.55	6800	G	2002	To:	57-608			
	To:	SR 3 East Intersection		7		From:	SR 14	Ī		
(198)	From:	6.24	4700	G	2002	(608)	1.50	670	G	2002
190	. —			¬	2002	To:	57.600			
	From:	SR 223 Hudgins	2000		0000	From:	57-609 1.30	380	G	2002
198		0.93	6300	G	2002	(608)		300	G	2002
	From:	SR 14 North Intersection				From:	57-649		_	4000
(198) (14)		1.69	7400	G	2002	(608)	1.30	110	R	1998
$\overline{}$	To: From:	SR 14 South Intersection]			Dead End			
(198)	110111.	1.01	1600	G	2002	From:	57-608		_	
	To:	57-642				(609)	1.00	260	G	2002
	From:	SR 198 Hudgins				To: From:	57-611			
(223)		2.07	2500	G	2002	(609)	0.12	240	R	1998
\smile	To	57-633 Gwynn Island]		To: From:	57-705	<u> </u>		
	From:	Dead End				(609)	0.58	90	R	1998
(600)		1.10	80	R	1998	To:	57-610			
	To:	SR 14 SOUTH				From:	1.10	70	R	1998
\bigcirc	From:	SR 14 MID		」		(609)			٠.	1000
(600)	т	1.62	200	¬ G	2002	From:	1.10 ME 57-610		_	00/40/000
	To:	SR 14 NORTH		<u> </u>		(609)	0.08	60	K	06/12/2001
\bigcirc	From:	Dead End				From	57-720			
(601)	_	0.54	140	R	1998	(609)	0.22	40	R	06/12/2001
	To:	57-602 East				To:	Dead End			

Davida	l an adla	AADT			Devite	Law eth AADT		Vaar
Route	Length	AADT	QA	Year	Route	Length AADT	QA	Year
Mathews County From:	57-614		1		Mathews County	57-617	Ī	
(610) _{To-}	0.90	40	R	06/26/2001	618) _{To:}	0.50 1100	G	2002
To.	57-611 NORTH		1		To:	57-660		
From:	57-611 SOUTH				From:	Dead End		
610	0.75	20	R	06/12/2001	(619)	0.65 48	∟ R	06/26/2001
To:	0.75 ME 57-611 S		 		To:	57-617 WEST	٦	
610 To:	1.05	20	R	06/12/2001	From:	57-617 EAST		
To:	57-609]		(619)	0.81 120	R	06/26/2001
From:	SR 14				From:	57-660	Τ	
611)	2.35	1900	G	2002	(619)	0.50 160	R	06/26/2001
10.	57-1003		1		To:	Dead End		
From:	0.08	2700	G	2002	From:	Dead End	1	
611) _{To:}	SR 14 MID		٦Ť	2002	620) _{To:}	2.10 490	R	1998
From:	SR 14 SOUTH				To:	SR 14		
611)	2.26	840	G	2002	From:	Dead End		
To	57-613 WEST		1		621)	0.28 70	R	07/16/2001
611) From:	2.16	480	G	2002	To	0.28 MN Dead End		
To	57,600		1		From:	0.28 WIN Dead Elid	_ R	07/16/2001
From:	57-609	47	┰	06/12/2001	(621)		_ '`	0771072001
611) To:	Dead End		ר' ר	00/12/2001	To- From:	57-684	┵	
From:			+		(621)	0.95 250	G	2002
	57-613 0.50	90	┙╻	06/26/2001	To: From:	57-622	_	
612) _{To}	57-611	90	٦	00/20/2001	<u>621</u>	0.40 830	G	2002
From:					From:	57-611	1	
	SR 14 2.80	110	J G	2002	(621)	0.80 620	G	2002
613) _{To:}	57-611 WEST	110	ר כ	2002	To:	SR 14		
From:	57-611 EAST				From:	Dead End	1	
(613) To:	1.70	80	R	06/06/2001	(622)	0.50 80	R	07/16/2001
To:	57-643				To:	57-623 WEST		
From:	Dead End				From:	0.04 200		07/16/2001
614) _{To:}	1.00	200	R	06/12/2001	(622)		_ ``	0171072001
To:	SR 14 NORTH		1		From:	57-623 MID	┵	0000
From:	SR 14 SOUTH				(622)	1.00 530	⊣ G	2002
614)	0.90	210	R	06/12/2001		57-621		
To:	57-644; 57-730		1—		From:	Dead End	」 _	07/40/0004
(614)	0.30	170	R	06/12/2001	(623)	0.46 100	R	07/16/2001
To	57-613				To:	0.46 MN Dead End		
From:	1.20	80	R	06/12/2001	623) From:	0.10 170	R	1998
614)			¬ '`	00/12/2001	To:	57-622 WEST		
From:	57-610 1.20	70		06/12/2001	$\widehat{}$	57-622 MID	٦,	07/16/2001
(614)	57-609	70	٦ ^٢	06/12/2001	(623)	0.40 40	_ ĸ	07/16/2001
					To- From:	57-670	┵	
615) From:	Dead End	400	┙	06/12/2001	(623)	0.30 160	_ R	1998
(615)	0.60 SR 14	100	7 K	06/12/2001	To:	57-622 EAST		
			<u> </u>		From:	57-625		
616) From:	SR 198	440	٦	05/00/0004	624)	0.15 130	R	06/26/2001
(616)	0.54	110	7 K	05/23/2001	From:	57-671	1	
	Dead End				(624)	0.05 40	R	06/26/2001
From:	Dead End	4=0	J _	00/00/0004	To:	Dead End		
617) From:	0.80 57-660 SOUTH	170	R T	06/26/2001	From:	57-660		
From:	57-660 NORTH				(625)	0.60 260	R	1998
(617) L	3.37	260	∟ G	2002	To-	57-624		
617)			¬ ~		From:	0.20 110	R	1998
From:	57-618	4200		2002	(625)	Dead End	¬ '`	1000
617)	0.94	1200	G _	2002	From:			
To: From:	57-654		}—			SR 14		2002
617) From:	1.06	1300	G	2002	(626)	3.40 520	¬ G	2002
To:	SR 14					SR 198 SOUTH		

From: To From: To From:	SR 198 NORTH 1.80 57-666 0.16	980	G		Mathews C	County From:	Dead End			
To	1.80 57-666	980	_ [From:				
To	57-666	980	G							
To			J	2002	(638)		1.00	100	R	05/30/2001
From:	0.16]—			To:	57-633			
From:		270	R	1998		From:	Dead End			
From:	57-652		1		(639)		0.85	70	R	05/23/2001
	0.14	250	R	1998		To: From:	SR 223 WEST			
			- '`	1000		Fiolii.	SR 223 EAST 1.03	420	ا G	2002
From:	57-662	00	一	4000	(639)	-	1.03	420	_	2002
To:	0.30 Dead End	80	R ¬	1998		From:	57-648		_	
			1		(639)		0.10	110	R	1998
From:	SR 198		」	1000		To: From:	57-676]—	
To:	0.30	50	R ¬	1998	(639)		0.20	80	R	06/06/2001
	Dead End		1		\bigcirc	To:	Dead End			
From:	SR 198		┛			From:	SR 223			
	0.70	550	G	2002	640	•	0.14	200	R	05/23/2001
To: From:	57-725]			To:	57 716		1	
	0.80	300	R	05/23/2001	640	From:		240	٦ _٢	05/23/2001
To:	57-724		1		(640)	To:		2-10	7 ['] `	00/20/2001
From:		160	R	05/23/2001		From:			<u> </u>	
To:			1					430	٦ _	2002
From:			i		(641)	To:		430	٦Ŭ	2002
		330	R	05/23/2001		From:				
т			7		610			1300	٦ _	2002
From:		110	┰	05/22/2001	(642)			1300	_	2002
To:		110	٦ ^٢	03/23/2001		From:				
r			<u> </u>		(642)		0.96	380	G	2002
From:		070	٦ू	4000		To- From:	57-708]	
To		2/0	7 K	1998	(642)		0.14	30) G	2002
					\bigcirc	To:	Dead End			
From:		0.10	_ ا	1000		From:	57-642			
To:		310	, K	1998	(643)		0.80	800	G	2002
			<u> </u>			To	57-644 SOLITH		1	
From:			╛		612	From:		520	G	2002
т		110	⊣ R	05/23/2001	043	т			٦ -	
			<u> </u>			From:		170	_	1998
From:			╛		(643)		0.03	170		1990
	0.20	370	R	1998		To: From:	57-682		_	
To: From:	SR 223]		(643)		0.50	60	R	1998
	2.66	1500	G	2002		To: From:	57-704]—	
To:	Dead End				(643)		0.07	8	R	1998
From:	Dead End			<u> </u>	\bigcirc	To:	0.07 ME 57-704		1	
	0.50	320	R	05/30/2001	643)	From:		6	R	06/06/2001
To:	57-633				043	To:	Dead End		7	
From:	57-609					From:	57-614			
	0.60	80	R	1998	611			30	J R	06/12/2001
To:	Dead End				(644)	_			- '`	00/12/2001
From:	Dead End		I			From:		70	一	00/40/0004
	0.35	60	R	05/30/2001	(644)	To:		70	7 K	06/12/2001
To	57 670					From:				
From:		190		2002	644)			120	R	06/06/2001
		100	- Ŭ	2002	044	To	57-643 SOUTH		1	
From:		100	┵	05/00/0004		From:	57-643 NORTH			
To		190	⊣ R	05/30/2001	(644)		1.00	270	R	06/06/2001
			<u> </u>		\bigcup	To:	Dead End			
From:	Dead End		J			From:	57-643]	
	0.60	100	R	1998	(645)		0.50	380	R	1998
To: From:	57-680]—			To:	57-717]	
	0.50	280	G	2002				·		
	Ta From To From To	Dead End From Dead End	Dead End From Dead End	Tax	Table S7-724	True	True	Time	The color of the	10

			Mathews M	laintenance Area	
	AADT	QA	Year	Route Mathews County.	
57-717 0.69	90	⅃ R	1998	660)	
0.69 ME 57-717 0.43	30]— R	1998	(660)	
Dead End 0.14	40	T R	07/11/2001	From:	
57-726	70]— R	07/11/2001	660)	
57-721 0.50	150]— R		660) To:	
57-606 57-641]]		From:	
0.70 Dead End	370	R	1998	To:	
0.30	130	J R ⊓	05/23/2001	(662)	
Dead End 0.67	160	R	07/16/2001	663) From:	
57-660	230	 R	1998	664)	
57-727	80		1998	From:	
Dead End 57-660	60	<u> </u>	06/26/2001	(665)	
Dead End	60	<u> </u>	00/20/2001	From:	
0.40 57-626	80		05/23/2001	From:	
SR 198 1.00 Dead End	110	」 R T	06/06/2001	To:	
57-617 0.40	10	R	06/26/2001	(667) To:	
Dead End	130	⊥ J R	07/11/2001	668) _{To:}	
57-600 Dead End		<u>] </u>		669) To:	
57-633	100	R 	1998	(670)	
1.10 Dead End	90	R	1998	From:	
Dead End 1.21 SR 14	210	☐ R ☐	06/26/2001	From:	
57-660 0.50	160	R	06/26/2001	672) To:	
Dead End 57-660 BEGIN LOOP 0.32	ลบ		1002	(673) To-	
57-660 END LOOP	- 00	<u></u>	1990	674) From:	
	57-717 0.69 0.69 ME 57-717 0.43 Dead End Dead End 0.14 57-726 0.20 57-721 0.50 57-606 57-641 0.70 Dead End 57-639 0.30 57-640 Dead End 57-608 57-660 0.50 57-660 0.80 Dead End 57-660 0.80 Dead End 57-626 SR 198 1.00 Dead End 57-617 0.40 Dead End Dead End Dead End Dead End 57-633 SR 14 1.10 Dead End Dead End Dead End Dead End 0.30 57-633 SR 14 1.10 Dead End Dead End Dead End Dead End O.30 57-633 SR 14 1.10 Dead End Dead End Dead End Dead End O.30 57-633 SR 14 1.10 Dead End Dead End Dead End Dead End O.30 57-633	S7-717	S7-717	Length AADT QA Year	S7-717

Route	Length	AADT	QA	Year
Mathews County From:	57-660 END LOOP		1	
660	0.53	300	R	1998
From:	57-617 SOUTH 0.30	460	G	2002
(660)		400	1	2002
(660) From:	57-617 NORTH 0.36	450	G	2002
	57-703		1	
(660)	2.65	1000	G	2002
	57-618		1	
(660) From:	2.43	950	G	2002
To:	SR 14]	
From:	57-633		j	
(661)	0.42	100	R	1998
	Dead End		<u> </u>	
From:	Dead End	440	1	05/00/0004
(662)	0.40 57-626	110	R 1	05/23/2001
From:			<u>. </u>	
(663)	Dead End 0.20	100	J R	1998
To:	57-633		1 ``	1000
From:	57-633			
(664)	0.90	420	R	05/30/2001
To:	Dead End			
From:	Dead End]	
(665)	0.04	10	R	06/06/2001
To:	57-1006		 	
(665)	0.56	120	R	06/06/2001
To:	57-642			
From:	Dead End]	
(666)	0.38	110	R	05/23/2001
From:	57-732		}	
(666)	0.14	340	R 1	05/23/2001
	57-626			
From:	57-660	80	J R	1998
(667)		- 00	1 ``	1990
From:	Dead End		l	
(668)	0.13	130	R	05/23/2001
To:	SR 198]	
From:	SR 223]	
(669)	0.51	340	R	1998
To	Dead End			
From:	57-623] _	0=11010001
(670)	0.42	90	R	07/16/2001
From:	Dead End		! !	
	57-624	80	J R	06/26/2001
(671)	Dead End		1 ``	00/20/2001
From:	Dead End			
(672)	0.07	60	R	1998
To:	57-636			
From:	Dead End			
673)	0.60	60	R	07/11/2001
To·	57-603		<u></u>	
From:	Dead End			400-
(674)	0.35	80	R 1	1998
	57-626		<u> </u>	

Route	Length	AADT	QA	Year	Route
Mathews County	65.660				Mathews Count
	57-660	150	J R	06/26/2001	
(675)		130	_ K	00/20/200 I	(692)
From:	0.30 ME 57-660	140	᠆	06/26/2004	Fro
(675) _{To:}	0.10 Dead End	140	R T	06/26/2001	(693)
From:			1		693)
		40	J R	06/06/2001	Fre
(676)	57-639		ר`` ר	30,00,2001	(694)
From:	57-611		i		
(677)	0.66	60	R	06/12/2001	Fro
To:	57-609				(695)
From:	Dead End				
(678)	0.39	80	R	07/16/2001	Fro
To:	57-622				(696)
From:	57-660				
(679)	0.54	50	R	06/26/2001	Fro
To:	Dead End		<u> </u>		(697)
From:	Dead End		_ آ	4000	Fro
(680) To:	0.49 57-637	80	R T	1998	
From:			1		(698)
	57-626	140	J R	05/23/2001	Fro
(681)	Dead End	1-70	٦ "	001201200 I	(699)
From:	57-643		i		000
(682)	0.87	100	R	1998	Fr
To:	Dead End		1		(700)
From:	Dead End				
(683)	0.37	9	R	06/26/2001	Fro
To:	SR 14				(701)
From:	57-621				
(684)	0.25	80	R	07/16/2001	Fro
From	0.25 ME 57-621]—		(702)
(684)	0.30	80	R	07/16/2001	Fro
To:	Dead End		<u> </u>		(703)
From:	Dead End		J	4000	(103)
(685)	0.07	60	R T	1998	Fre
	57-660		1		(704)
From:	Dead End 0.33	60	⅃ R	07/11/2004	(104)
(686)	57-605	0 0	٦ 、	07/11/2001	Fro
From:	Dead End				(705)
(687)	0.24	50	」 R	1998	
To:	57-660	-			Fro
(687) From:	0.40	70	R	1998	(706)
(687)	0.40 ME 57-660		ı"		
From:	Dead End		1		Fro
rioiii.	0.34	230	R	06/06/2001	(707)
_			7		Fro
(688) To:	57-639		-		
(688)			j		700
(689) To From (689)	57-639	170	R	1998	708
(688) To:	57-639 Dead End	170	R	1998	
688 To From From From From From From From Fro	57-639 Dead End 0.36 57-600 57-642]]		Fre
688 To Fram 689 To From 690	57-639 Dead End 0.36 57-600 57-642 0.37	170	R	1998	(709)
688 To From 689 To From 690 To To	57-639 Dead End 0.36 57-600 57-642 0.37 Dead End]]		709
688 To Fram 689 To From 690	57-639 Dead End 0.36 57-600 57-642 0.37]]	06/06/2001	Fm

Route		Length	AADT	QA	Year
Mathews Cour	<u>itv</u>				
	From:	57-601		7 _	07/40/0004
(692)		0.52	47	R	07/16/2001
	To	Dead End		<u> </u>	
	From:	Dead End			
(693)		0.62	90	R	06/06/2001
$\overline{}$	To:	57-645			
	From:	SR 198			
(694)		0.40	60	_ R	1998
\bigcirc	To:	Dead End			
	From:	Dead End			
(695)		0.10	80	R	1998
	To:	57-633			
	From:	Dead End			
(696)	•	0.42	160	R	06/06/2001
000	To:	57-639		1	
	From:	SR 14			
(697)		0.45	110	R	1998
097)	To:	Dead End		7 ``	1000
	From:	57-649		1	
		0.20	90	J R	07/16/2001
(698)	To:	Dead End	90	٦ ``	07/10/2001
	From:			<u> </u>	
\bigcirc	rrom:	57-691	20	」	07/44/0004
(699)	To:	0.37	20	R T	07/11/2001
		Dead End			
	From:	SR 198		J _	
(700)		0.48	160	R	1998
	To:	Dead End			
<u> </u>	From:	SR 3			
(701)		0.35	90	_ R	1998
	To:	Dead End			
	From:	Dead End			
(702)		0.38	60	R	06/12/2001
\bigcup	To:	57-609			
	From:	57-660			
(703)		0.61	70	R	1998
	To:	Dead End			
	From:	57-643			
(704)		0.36	70	R	06/06/2001
(104)	To:	Dead End		1	
	From:	Dead End		Ì	
705		0.40	60	R	06/12/2001
(703)	To:	57-609		ז ``	00/12/2001
	From:			1	
	TOIL.	SR 223 0.32	70	J R	1998
(706)	To:		70	7 [~]	1990
		Dead End		<u> </u>	
	From:	Dead End		」_ □	00/40/0004
(707)	To:	0.18	90	R	06/12/2001
		57-609		<u> </u>	
\bigcirc	From:	57-642			
(708)		0.27	47	R	06/06/2001
$\overline{}$	To:	Dead End			
	From:	57-650			
(709)		0.54	30	R	1998
	To:	Dead End			
	From:	Dead End		1	
(710)		0.28	100	R	1998
	To:	57-605		1	
				-	

Route	Longth	AADT	QA		Route	Length	AADT	QA	Year
Mathews County	Lengin	AADI	QA	real	Mathews County	Lengin	AADI	QА	real
From:	Dead End		J		From:	Dead End			
(711)	0.24	10	R	07/11/2001	(729)	0.43	230	R	1998
To:	57-646				To:	SR 14			
From:	57-600		1		From:	57-614			
(712) To:	0.02	20	R	07/11/2001	(730)	0.12	60	R	06/02/2001
To:	SR 14				To:	Dead End			
From:	SR 14				From:	SR 14			
713) _{To:}	0.16	580	R	07/19/2001	(731)	0.48	100	R	1998
To:	57-641				To:	Dead End			
From:	SR 14 SOUTH				From:	Cul-de-Sac			
714) _{To:}	0.20	20	R	07/11/2001	(732)	0.07	30	R	1998
To:	SR 14 NORTH		1		(102)			1	
From:	SR 14 SOUTH		ì		From:	57-733	250	_	1000
	0.32	70	∟ R	07/16/2001	(732) _{To:}	0.91	250	R	1998
(715) _{To:}	SR 14 NORTH	- 10	¬ '`	0771072001		57-666			
From:			1	_	From:	Cul-de-Sac		」_	4000
	57-640 0.17	90	∟ R	1998	(733)	0.05	20	R	1998
(716) To:	SR 223	90	¬ ~	1990	To:	57-732			
			<u> </u>		From:	Dead End			
From:	Dead End		┙ͺ	00/00/0004	(734)	0.05	90	R	1998
(717) _{To:}	0.14	80	R ¬	06/06/2001	To:	SR 3			
	57-645				From:	SR 3			
From:	Dead End				(735)	0.17	140	R	1998
718) _{To:}	0.38	80	R	1998	To:	Cul-de-Sac			
To:	57-639				From:	SR 198			
From:	Dead End				(736)	0.20	100	R	1992
719) _{To:}	0.16	80	_ R	05/23/2001	To-	Dead End			
To:	SR 198				From:	Cul-de-Sac		1	
From:	57-609				(737)	0.70	90	R	07/19/2001
720) _{To:}	0.23	7	R	06/12/2001	To:	57-608		1	
To:	Dead End				From:	SR 198			
From:	Dead End		1		(738)	0.25	100	R	05/23/2001
(721) To:	0.43	80	R	07/11/2001	(730) To:	Cul-de-Sac		1	
To:	57-646				From:	SR 198			
From:	57-629					0.15	110	B J	05/23/2001
(722)	0.20	80	R	1998	(739) To:	Dead End	110	1 '`	03/23/2001
To:	57-723		1		From:			-	
From:	Dead End		ì		_	Dead End 0.56	100	J	05/30/2001
(723)	0.02	10	R	1998	(740) _{To:}	57-633	100	1	05/30/2001
(123)			- ·`	1000					
From:	57-722		┵	4000	From:	Cul-de-Sac/	NIA	J	
(723) _{To:}	0.08	30	¬ R	1998	(745)	0.93	NA	1	
	Dead End		1			SR-00014(B)/			
From:	57-628		┙_		From:	57-00745(B)/(APPROXIMATE LENG		j	
724) _{To:}	0.12	120	R	1998	(746)	0.42	NA		
To:	Dead End				To:	Dead End/		<u> </u>	
From:	57-628			_	From:	57-1003			_
(725) _{To:}	0.13	70	_ R	05/23/2001	(1001)	0.05	790	R	07/19/2001
To:	Dead End				To	57-1002		 	
From:	Dead End				(1001) From:	0.03	1000	R	07/19/2001
726) _{To:}	0.22	30	R	07/11/2001	To	SR 14			
To:	57-646]		From:	57-1001			
From:	Dead End]		(1002)	0.05	700	R	07/19/2001
(727) To:	0.35	160	R	06/26/2001	To:	57-611		1	
To	57-650		l		From:	57-1001			
From:	SR 14		Ī			0.05	390	J R	1998
(728)	0.22	50	R	07/11/2001	(1003) To:	57-611	330	1 K	1330
(728) To:	Dead End		ר `` ד	3 200 1		3/-011			
	Doug Dild								

Route		Length	AADT	QA	Year
Mathews Co	untv				
	From:	Dead End	70	7 _	4000
(1004)	To:	0.16 SR 14	70	R 1	1998
				<u> </u>	
	From:	57-665] _	4000
(1006)		0.07	60	R	1998
	From:	BEGIN LOOP		}—	
(1006)		0.07	20	R	1998
	From:	57-1007		}—	
(1006)		0.10	30	R	1998
\bigcirc	To:	END LOOP		<u> </u>	
	From:	57-1006			
(1007)		0.06	30	R	1998
	To:	Cul-de-Sac			
	From:	SR 198			
(1015)		0.19	10	R	07/19/2001
	To:	Cul-de-Sac			
_	From:	Cul-de-Sac			
(1016)		0.07	8	R	07/19/2001
	To:	57-1015			
	From:	Dead End			
(1101)		0.12	390	R	1998
	To:	SR 198			
1	From:	SR 14 LEE JACKSON			
(9246)		0.09	3	R	07/19/2001
	To:	ELEM CLOSED NOW			
	From:	SR 14		Ī	
(9249)		0.08	350	R	1998
	To:	MATHEWS COUNTY H	S		
	From:	57-611 THOMAS		Ī	
(9250)		0.10	20	R	07/19/2001
	To:	HUNTER INT SCH			

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Route		Length	AADT	QA	Year	Route	Length A	AADT (QA	Year
Mathews Co	unty	Middlesex County Line		1		Mathews County	57. 602 W			
	Tioni.	Middlesex County Line 1.37	5700	」 G	2002		57-602 West 1.07	230	R	1998
3			3700	_	2002	(601)	Dead End	230	N	1990
	To: From:	N SR 198		╧		From:				
(3)		1.55	6800	G	2002		SR 14 0.42	450	ь	07/11/2001
$\stackrel{\smile}{=}$	To: From:	S SR 198]		(602)		450	ĸ	07/11/2001
(3)		2.07	5400	G	2002	From:	57-691		_	.=
$\overline{}$	To: From:	SR 14 Fort Nonsense		—		(602)	0.30	380	R	07/11/2001
(3)		0.11	10000	G	2002	From:	57-601 EAST			
	To:	Gloucester County Line				(602)	0.30	90	R	07/11/2001
	From:	Gloucester County Line				To:	Dead End			
(14) (3)		0.11	10000	G	2002	From:	Dead End			
\cup	To:	SR 3 FORT NONSENSE				(603)	0.66	40	R	07/11/2001
14)	From:	2.75	5800	G	2002	To- From:	57-673	<u> </u>		
(14)	To:			7		(603)	0.75	140	R	07/11/2001
	From:	57-617 1.38	5000	G	2002	To:	SR 14			
14)			3000	_	2002	From:	Dead End			
	From:	57-660 Foster		┵		604)	1.08	280	R	1998
(14)		3.15	5800	G	2002	To:	SR 14			
$\stackrel{\smile}{=}$	To: From:	W SR 198 INT]		From:	Dead End			
(14)		1.69	7400	G	2002	(605)	0.80	140	R	07/11/2001
	To:	E SR 198 INT		1		To:	SR 14 SOUTH			
14	From:	0.62	5400	G	2002	From:	SR 12 NORTH		_	
	To:	E 57 (11 M-th				(605)	1.10	160	R	07/16/2001
	From:	E 57-611 Mathews 4.65	3300	G	2002	From:	57-710			
14)			3300	_	2002	(605)	0.10	140	R	07/16/2001
	From:	57-604 Susan		┵		To:	57-607			
(14)		1.88	1100	G	2002	From:	Dead End			
$\stackrel{\smile}{=}$	To: From:	57-602 East of Shadow P C)			(606)	0.50	110	R	1998
(14)		1.74	380	G	2002	To:	57-646			
	To:	Bayside Wharf				(606)	0.40	350	R	1998
	From:	Gloucester County Line				To:	SR 14			
(198)		0.44	2000	G	2002	From:	Dead End			
\bigcirc	From:	SR 3 West Intersection		Τ		(607)	1.90	230	R	07/16/2001
(198)(3)	rioni.	1.55	6800	G	2002	To:	57-608			
	To:	SR 3 East Intersection		7		From:	SR 14	Ī		
(198)	From:	6.24	4700	G	2002	(608)	1.50	670	G	2002
190	. —			¬	2002	To:	57.600			
	From:	SR 223 Hudgins	2000		0000	From:	57-609 1.30	380	G	2002
198		0.93	6300	G	2002	(608)		300	G	2002
	From:	SR 14 North Intersection				From:	57-649		_	4000
(198) (14)		1.69	7400	G	2002	(608)	1.30	110	R	1998
$\overline{}$	To: From:	SR 14 South Intersection]			Dead End			
(198)	110111.	1.01	1600	G	2002	From:	57-608		_	
	To:	57-642				(609)	1.00	260	G	2002
	From:	SR 198 Hudgins				To: From:	57-611			
(223)		2.07	2500	G	2002	(609)	0.12	240	R	1998
\smile	To	57-633 Gwynn Island]		To: From:	57-705	<u> </u>		
	From:	Dead End				(609)	0.58	90	R	1998
(600)		1.10	80	R	1998	To:	57-610			
	To:	SR 14 SOUTH				From:	1.10	70	R	1998
\bigcirc	From:	SR 14 MID		」		(609)			٠.	1000
(600)	т	1.62	200	¬ G	2002	From:	1.10 ME 57-610		_	00/40/000
	To:	SR 14 NORTH		<u> </u>		(609)	0.08	60	K	06/12/2001
\bigcirc	From:	Dead End				From	57-720			
(601)	_	0.54	140	R	1998	(609)	0.22	40	R	06/12/2001
	To:	57-602 East				To:	Dead End			

Davida	l an adla	AADT			Devite	Law eth AADT		Vaar
Route	Length	AADT	QA	Year	Route	Length AADT	QA	Year
Mathews County From:	57-614		1		Mathews County	57-617	Ī	
(610) _{To-}	0.90	40	R	06/26/2001	618) _{To:}	0.50 1100	G	2002
To.	57-611 NORTH		1		To:	57-660		
From:	57-611 SOUTH				From:	Dead End		
610	0.75	20	R	06/12/2001	(619)	0.65 48	∟ R	06/26/2001
To:	0.75 ME 57-611 S		 		To:	57-617 WEST	٦	
610 To:	1.05	20	R	06/12/2001	From:	57-617 EAST		
To:	57-609]		(619)	0.81 120	R	06/26/2001
From:	SR 14				From:	57-660	Τ	
611)	2.35	1900	G	2002	(619)	0.50 160	R	06/26/2001
10.	57-1003		1		To:	Dead End		
From:	0.08	2700	G	2002	From:	Dead End	1	
611) _{To:}	SR 14 MID		٦Ť	2002	620) _{To:}	2.10 490	R	1998
From:	SR 14 SOUTH				To:	SR 14		
611)	2.26	840	G	2002	From:	Dead End		
To	57-613 WEST		1		621)	0.28 70	R	07/16/2001
611) From:	2.16	480	G	2002	To	0.28 MN Dead End		
To	57,600		1		From:	0.28 WIN Dead Elid	┙ _R	07/16/2001
From:	57-609	47	┰	06/12/2001	(621)		_ '`	0771072001
611) To:	Dead End		ר' ר	00/12/2001	To- From:	57-684	┵	
From:			+		(621)	0.95 250	G	2002
	57-613 0.50	90	┙╻	06/26/2001	To: From:	57-622	_	
612) _{To}	57-611	90	٦	00/20/2001	<u>621</u>	0.40 830	G	2002
From:					From:	57-611	1	
	SR 14 2.80	110	J G	2002	(621)	0.80 620	G	2002
613) _{To:}	57-611 WEST	110	ר כ	2002	To	SR 14		
From:	57-611 EAST				From:	Dead End		
(613) To:	1.70	80	R	06/06/2001	(622)	0.50 80	R	07/16/2001
To:	57-643				To:	57-623 WEST		
From:	Dead End				From:	0.04 200		07/16/2001
614) _{To:}	1.00	200	R	06/12/2001	(622)		_ ``	0171072001
To:	SR 14 NORTH		1		From:	57-623 MID	┵	0000
From:	SR 14 SOUTH				(622)	1.00 530	⊣ G	2002
614)	0.90	210	R	06/12/2001		57-621		
To:	57-644; 57-730		1—		From:	Dead End	」 _	07/40/0004
(614)	0.30	170	R	06/12/2001	(623)	0.46 100	R	07/16/2001
To	57-613				To:	0.46 MN Dead End		
From:	1.20	80	R	06/12/2001	623) From:	0.10 170	R	1998
614)			¬ '`	00/12/2001	To:	57-622 WEST		
From:	57-610 1.20	70		06/12/2001	$\widehat{}$	57-622 MID	٦,	07/16/2001
(614)	57-609	70	٦ ^٢	06/12/2001	(623)	0.40 40	_ ĸ	07/16/2001
					To- From:	57-670	┵	
615) From:	Dead End	400	┙	06/12/2001	(623)	0.30 160	_ R	1998
(615)	0.60 SR 14	100	7 K	06/12/2001	To:	57-622 EAST		
			<u> </u>		From:	57-625		
616) From:	SR 198	440	٦	05/00/0004	624)	0.15 130	R	06/26/2001
(616)	0.54	110	7 K	05/23/2001	From:	57-671	1	
	Dead End				(624)	0.05 40	R	06/26/2001
From:	Dead End	4=0	J _	00/00/0004	To:	Dead End		
617) From:	0.80 57-660 SOUTH	170	R T	06/26/2001	From:	57-660		
From:	57-660 NORTH				(625)	0.60 260	R	1998
(617) L	3.37	260	∟ G	2002	To-	57-624		
617)			¬ ~		From:	0.20 110	R	1998
From:	57-618	4200		2002	(625)	Dead End	¬ '`	1000
617)	0.94	1200	G _	2002	From:			
To: From:	57-654		}—			SR 14		2002
617) From:	1.06	1300	G	2002	(626)	3.40 520	¬ G	2002
To:	SR 14					SR 198 SOUTH		

From: To From: To From:	SR 198 NORTH 1.80 57-666 0.16	980	G		Mathews C	County From:	Dead End			
To	1.80 57-666	980	_ [From:				
To	57-666	980	G							
To			J	2002	(638)		1.00	100	R	05/30/2001
From:	0.16]—			To:	57-633			
From:		270	R	1998		From:	Dead End			
From:	57-652		1		(639)		0.85	70	R	05/23/2001
	0.14	250	R	1998		To: From:	SR 223 WEST			
			- '`	1000		Fiolii.	SR 223 EAST 1.03	420	ا G	2002
From:	57-662	00	一	4000	(639)	-	1.03	420	_	2002
To:	0.30 Dead End	80	R ¬	1998		From:	57-648		_	
			1		(639)		0.10	110	R	1998
From:	SR 198		┙	1000		To: From:	57-676]—	
To:	0.30	50	R ¬	1998	(639)		0.20	80	R	06/06/2001
	Dead End		1		\bigcirc	To:	Dead End			
From:	SR 198		┛			From:	SR 223			
	0.70	550	G	2002	640	•	0.14	200	R	05/23/2001
To: From:	57-725]			To:	57 716		1	
	0.80	300	R	05/23/2001	640	From:		240	٦ _٢	05/23/2001
To:	57-724		1		(640)	To:		2-10	7 ['] `	00/20/2001
From:		160	R	05/23/2001		From:			<u> </u>	
To:			1					430	٦ _	2002
From:			i		(641)	To:		430	٦Ŭ	2002
		330	R	05/23/2001		From:				
т			7		610			1300	٦ _	2002
From:		110	┰	05/22/2001	(642)			1300	_	2002
To:		110	٦ ٦	03/23/2001		From:				
r			<u> </u>		(642)		0.96	380	G	2002
From:		070	٦ू	4000		To- From:	57-708]	
To		2/0	7 K	1998	(642)		0.14	30) G	2002
					\bigcirc	To:	Dead End			
From:		0.10	_ ا	1000		From:	57-642			
To:		310	, K	1998	(643)		0.80	800	G	2002
			<u> </u>			To	57-644 SOLITH		1	
From:			╛		612	From:		520	G	2002
т		110	⊣ R	05/23/2001	043	т			٦ -	
			<u> </u>			From:		170	_	1998
From:			╛		(643)		0.03	170		1990
	0.20	370	R	1998		To: From:	57-682		_	
To: From:	SR 223]		(643)		0.50	60	R	1998
	2.66	1500	G	2002		To: From:	57-704]—	
To:	Dead End				(643)		0.07	8	R	1998
From:	Dead End			<u> </u>	\bigcirc	To:	0.07 ME 57-704		1	
	0.50	320	R	05/30/2001	643)	From:		6	R	06/06/2001
To:	57-633				043	To:	Dead End		7	
From:	57-609					From:	57-614			
	0.60	80	R	1998	611			30	J R	06/12/2001
To:	Dead End				(644)	_			- '`	00/12/2001
From:	Dead End		I			From:		70	一	00/40/0004
	0.35	60	R	05/30/2001	(644)	To:		70	7 K	06/12/2001
To	57 670					From:				
From:		190		2002	644)			120	R	06/06/2001
		100	- Ŭ	2002	044	To:	57-643 SOUTH		1	
From:		100	┵	05/00/0004		From:	57-643 NORTH			
To		190	⊣ R	05/30/2001	(644)		1.00	270	R	06/06/2001
			<u> </u>		$\bigcup_{i=1}^{n}$	To:	Dead End			
From:	Dead End		J	_		From:	57-643]	
	0.60	100	R	1998	(645)		0.50	380	R	1998
To: From:	57-680]—			To:	57-717]	
	0.50	280	G	2002				·		
	Ta From To From To	Dead End From Dead End	Dead End From Dead End	Tax	Table S7-724	True	True	Time	The color of the	10

				Mathews M	laintenance Area	
Route Mathews County.		AADT	QA	Year	Route <u>Mathews County</u>	
645)	57-717	90	⅃ R	1998	From:	
645) To:	0.69 ME 57-717 0.43 Dead End	30]— R	1998	660)	
From: 646)	Dead End Dead End 0.14	40	T R	07/11/2001	From:	
(646)	57-726	70]— R	07/11/2001	660)	
(646)	57-721 0.50	150]— R	07/11/2001	From:	
To:	57-606 57-641]]		From: 6661)	
647) _{To:}	0.70 Dead End	370	R	1998	To:	
648) From:	57-639 0.30 57-640	130	J R ⊓	05/23/2001	(662)	
From:	Dead End 0.67	160	R	07/16/2001	663) From:	
To:	57-608 57-660 0.50	230	 	1998	From: To:	
(650) To From:	57-727 0.30	80	 	1998	From:	
From:	Dead End 57-660		<u></u>		(665)	<u> </u>
(651) To:	0.80 Dead End Dead End	60	R 	06/26/2001	From:	
(652) To:	0.40 57-626	80	→ R]	05/23/2001	(666)	
653) To:	SR 198 1.00 Dead End	110	R	06/06/2001	(666) To:	
From:	57-617 0.40	10	R	06/26/2001	667) To:	
To:	Dead End Dead End	400	<u>]</u>	07/44/0004	(668) To:	
(655) To:	0.85 57-600 Dead End	130	 	07/11/2001	669)	
(656)	0.30 57-633	100	R	1998	From: 670)	
657) From:	SR 14 1.10 Dead End	90	」 R □	1998	To:	
From:	Dead End 1.21	210	R	06/26/2001	(671) To:	
To:	SR 14 57-660 0.50	160	 R	06/26/2001	672) _{To:}	
(659) To:	Dead End 57-660 BEGIN LOOP			30/20/2001	From:	
660) _{To}	0.32 57-660 END LOOP	80	R	1998	From:	
					To:	

Route	Length	AADT	QA	Year
Mathews County From:	57-660 END LOOP		1	
660	0.53	300	R	1998
From:	57-617 SOUTH 0.30	460		2002
(660)		400	1	2002
(660) From:	57-617 NORTH 0.36	450	G	2002
	57-703		1	
(660)	2.65	1000	G	2002
	57-618		1	
(660) From:	2.43	950	G	2002
To:	SR 14]	
From:	57-633		j	
(661)	0.42	100	R	1998
То:	Dead End		<u> </u>	
From:	Dead End	440	1	05/00/0004
(662)	0.40 57-626	110	R 1	05/23/2001
From:			<u>. </u>	
(663)	Dead End 0.20	100	J R	1998
To:	57-633		1 ``	1000
From:	57-633			
(664)	0.90	420	R	05/30/2001
To:	Dead End			
From:	Dead End]	
(665)	0.04	10	R	06/06/2001
To:	57-1006		 	
(665)	0.56	120	R	06/06/2001
To:	57-642			
From:	Dead End]	
(666)	0.38	110	R	05/23/2001
From:	57-732		}—	
(666)	0.14	340	R 1	05/23/2001
	57-626			
From:	57-660	80	J R	1998
(667)		- 00	1 ``	1990
From:	Dead End		l	
(668)	0.13	130	R	05/23/2001
To:	SR 198]	
From:	SR 223]	
(669)	0.51	340	R	1998
To·	Dead End			
From:	57-623] _	0=11010001
(670)	0.42	90	R 1	07/16/2001
From:	Dead End		1	
	57-624	80	J R	06/26/2001
(671)	Dead End		1 ``	00/20/2001
From:	Dead End			
(672)	0.07	60	R	1998
To:	57-636			
From:	Dead End		J	
(673)	0.60	60	R	07/11/2001
To·	57-603		<u></u>	
From:	Dead End			100-
(674)	0.35	80	R 1	1998
	57-626		<u> </u>	

Route	Leng	th AADT	QA	Year	Route
Mathews Count			-		Mathews Count
	57-660	150	∟ R	06/26/2001	
(675)		150	_ `	00/20/2001	(692)
Fro		110	┵	00/00/0004	Fre
(675)	0.10	140	¬ R	06/26/2001	
	Dead End				(693)
Fre	Dead End	- 40	┙ू	00/00/0004	Fre
(676)	57-639	40	\neg R	06/06/2001	(694)
	37-037				(094)
Fre	37-011		┙╻	06/12/2001	Fro
(677)	57-609	60	¬ R	06/12/2001	(695)
Fre	37-007		+		093)
\bigcirc	Dead End) 00	┙╻	07/16/2001	Fro
(678)	57-622	80	¬ R	07/16/2001	(696)
E					(696)
Fro	57-660 0.54	50	∟ R	06/26/2001	Fro
(679)		- 50	¬ ``	06/26/2001	(697)
Fre	Dead End		+		(697)
\bigcirc	Dead End 0.49	80	∟ R	1998	Fr
(680)		, 60	¬ ~	1990	(698)
Fre	37-037		+		(096)
\bigcirc	57-626 0.53	3 140	∟ R	05/23/2001	Fre
(681)		140	¬ ``	03/23/2001	(699)
Fre			+		099)
	57-643 0.87	7 100	ᆜ R	1998	Fr
(682)		100	┐ ``	1550	(700)
Fro			+		(100)
\bigcirc	Dead End 0.37	⁷ 9	∟ R	06/26/2001	Fre
(683)			¬ "`	33,20,2001	(701)
F			i		
(684)	0.25	5 80	ᆜ R	07/16/2001	Fre
					(702)
Fre	0.25 ME 57-621 0.30	80	R	07/16/2001	
(684)		00	¬ ``	0771072001	Fre
Fre			+		(703)
_	Dead End 0.07	60	┙ R	1998	
(685)		00	¬ ``	1990	Fre
Fre					(704)
\bigcirc	Dead End 0.33	8 60	∟ R	07/11/2001	
(686)		, 00	┐ ``	0111112001	Fre
Fro					(705)
(687)	Dead End 0.24	50	∟ R	1998	
001)			¬ ``	.000	Fre
Fre) 70	٦_	1000	(706)
(687)	0.40 0.40 ME 57-660	70	¬ R	1998	
Fre	0.40 MIE 37-000				Fre
_	Dead End 0.34	230	ᆜ R	06/06/2001	(707)
		230	¬ ~	00/00/200 I	
688	37-037		+		Fre
	Dead End	170	∟ R	1998	(708)
Fre	0.00	3 170	¬ ĸ	1990	
	0.36				
(689)	57-600				Fr
Fre (689)	57-600 57-642	7 00		06/06/2004	(709)
(689) Fro	57-600 57-642 0.37	7 80	⊥ R	06/06/2001	(709)
689) Fro	57-600 57-642 0.37 Dead End	7 80	R	06/06/2001	709
(689) Fro	57-600 57-642 0.37 Dead End		R R		(709) Fr

Route		Length	AADT	QA	Year
Mathews Cour					
	m: 57-601] _	07/40/0004
(692)		0.52	47	R	07/16/2001
	Dead Er	nd		<u> </u>	
	m: Dead Er	nd			
(693)		0.62	90	R	06/06/2001
<u> </u>	fo: 57-645	i			
	m: SR 198	3			
(694)		0.40	60	R	1998
\bigcirc	To: Dead Er	nd			
1	m: Dead Er	nd			
(695)		0.10	80	R	1998
\bigcirc	fo: 57-633	1			
I	m: Dead Er	nd			
(696)		0.42	160	R	06/06/2001
000	fo: 57-639			1	
I	m: SR 14			1	
(697)	51(14	0.45	110	R	1998
097)	Dead Er			7 ``	1000
1	m: 57-649			<u>. </u>	
	37-049	0.20	90	J R	07/16/2001
(698)	Dead Er		30	1 '`	07/10/2001
\bigcirc	57-691		20	1 [~]	07/44/0004
(699)	To: Dead Et	0.37	20	R	07/11/2001
	Dead Er	nd			
	SR 198			J	
(700)		0.48	160	R	1998
	Dead Er	nd			
	m: SR 3				
(701)		0.35	90	R	1998
	To: Dead Er	nd			
1	m: Dead Er	nd			
(702)		0.38	60	R	06/12/2001
	fo: 57-609)			
1	m: 57-660)			
(703)		0.61	70	R	1998
	To: Dead Er	nd			
1	m: 57-643	1			
(704)		0.36	70	R	06/06/2001
(704)	Dead Er			1	
1				i i	
705	Dead Er	0.40	60	J R	06/12/2001
(705)	Fo: 57-609			1 ``	00/12/2001
)					
	SR 223	0.32	70	J R	1998
(706)	Dead Er		10	1	1990
	Dead El				
	m: Dead Er] _	00/40/0004
(707)	57_600	0.18	90	R	06/12/2001
	37-007	'		<u> </u>	
\bigcirc	m: 57-642			」_ 「	00/07/
(708)		0.27	47	R	06/06/2001
	To: Dead Er	nd		<u> </u>	
	m· 57-650)			
(709)		0.54	30	R	1998
\bigcirc	To: Dead Er	nd			
1	m: Dead Er	nd			
(710)		0.28	100	R	1998
	To: 57-605	<u> </u>		L	
	-				

Route	Longth	AADT	QA		Route	Length	AADT	QA	Year
Mathews County	Lengin	AADI	QA	real	Mathews County	Lengin	AADI	QА	i eai
From:	Dead End		J		From:	Dead End			
(711)	0.24	10	R	07/11/2001	(729)	0.43	230	R	1998
Tn-	57-646				To:	SR 14			
From:	57-600		1		From:	57-614			
(712) To:	0.02	20	R	07/11/2001	(730)	0.12	60	R	06/02/2001
To:	SR 14				To:	Dead End			
From:	SR 14				From:	SR 14			
713) _{To:}	0.16	580	R	07/19/2001	(731)	0.48	100	R	1998
To:	57-641				To:	Dead End			
From:	SR 14 SOUTH				From:	Cul-de-Sac			
714) _{To:}	0.20	20	R	07/11/2001	(732)	0.07	30 R	R	1998
To:	SR 14 NORTH					57-733			
From:	SR 14 SOUTH		R		From:	0.91	250	R	1998
(715) _{To:}	0.32	70		07/16/2001	(732) _{To:}	57-666	200	1 '`	1330
To:	SR 14 NORTH				From:				
From:	57-640					Cul-de-Sac 0.05	20	J R	1998
716) _{To:}	0.17	90	R	1998	(733) _{To:}	57-732		1 '`	1330
То:	SR 223		7		From:				
From:	Dead End	<u> </u>			Dead End	90 R]	1009	
(717) To:	0.14	80	R	06/06/2001	(734) To:	SR 3	90	R	1998
To	57-645		7		From:			1	
From:	Dead End		i			SR 3 0.17	140	J R	1998
719	0.38	80	R	1998	(735)	Cul-de-Sac	140	1	1990
718) _{To:}	57-639		7		From:			-	
From	Dead End		1			SR 198 0.20	100	1	1000
710	0.16	80	┙ R	05/23/2001	(736)	Dead End	100	R 1	1992
719) _{To:}	SR 198		٦ ¨	00/20/2001					
From:	57-609		i		From:	Cul-de-Sac	00	1	07/40/2004
720) To:	0.23	7	┙ ヿ	06/12/2001	(737) _{To:}	0.70	90 R	07/19/2001	
	Dead End					57-608			
From:			+		From:	SR 198	100] _	05/00/0004
	Dead End 0.43	80	┙╻	07/11/2001	(738)	0.25	100	ıĸ	05/23/2001
(721) _{To:}	57-646	- 00	¬ '`	0771172001		Cul-de-Sac			
From:			R	1998	From:	SR 198		J _	05/23/2001
	57-629	80			(739)	0.15	110	\neg R	
722) _{To:}	57-723	- 00				Dead End			
From:					From:	Dead End		J _	
_	Dead End 0.02	10	10 R	1998	(740) To:	0.56	100	R	05/30/2001
723		10	_ ^	1990	To:	57-633			
From:	57-722		┵		From:	Cul-de-Sac/		J	
(723)	0.08	30	_ R	1998	(745)	0.93	NA	7	
To:	Dead End				To:	SR-00014(B)/			
From:	57-628				From:	57-00745(B)/(APPROXIMATE LENG	ΓH FROM		
724) _{To:}	0.12	120	_ R	1998	(746)	0.42	NA		
To:	Dead End				To:	Dead End/			
From:	57-628				From:	57-1003			
(725) _{To:}	0.13	70	_ R	05/23/2001	(1001)	0.05	790	R	07/19/2001
То:	Dead End					57-1002		\neg —	
From:	Dead End		R		(1001) From:	0.03	1000	R	07/19/2001
726) _{To:}	0.22	30		07/11/2001	To-	SR 14		L	
To:	57-646]		From:	57-1001			
From:	Dead End				(1002)	0.05	700 R	R	07/19/2001
(727) From:	0.35	160	R	06/26/2001	To:	57-611		1	
To	57-650				From:				
From:	SR 14		ī			From: 57-1001 0.05	390	J R	1998
(728)	0.22	50	R	07/11/2001	(1003) To:	57-611	390 R	1 ^	1998
To:	Dead End		٦ ٔ ٦			57-011			
			_						

Route		Length	AADT	QA	Year
Mathews Co	untv				
	From:	Dead End	70	7 _	4000
(1004)	To:	0.16 SR 14	70	R 1	1998
				<u> </u>	
	From:	57-665] _	1000
(1006)		0.07	60	R	1998
	From:	BEGIN LOOP		}—	
(1006)		0.07	20	R	1998
	From:	57-1007		}—	
(1006)		0.10	30	R	1998
\bigcirc	To:	END LOOP		<u> </u>	
	From:	57-1006			
(1007)		0.06	30	R	1998
	To:	Cul-de-Sac			
	From:	SR 198			
(1015)		0.19	10	R	07/19/2001
	To:	Cul-de-Sac			
_	From:	Cul-de-Sac			
(1016)		0.07	8	R	07/19/2001
	To:	57-1015			
	From:	Dead End			
(1101)		0.12	390	R	1998
	To:	SR 198			
1	From:	SR 14 LEE JACKSON			
(9246)		0.09	3	R	07/19/2001
	To:	ELEM CLOSED NOW			
	From:	SR 14		I	
(9249)		0.08	350	R	1998
	To:	MATHEWS COUNTY H	S		
	From:	57-611 THOMAS		Ī	
(9250)		0.10	20	R	07/19/2001
	To:	HUNTER INT SCH			